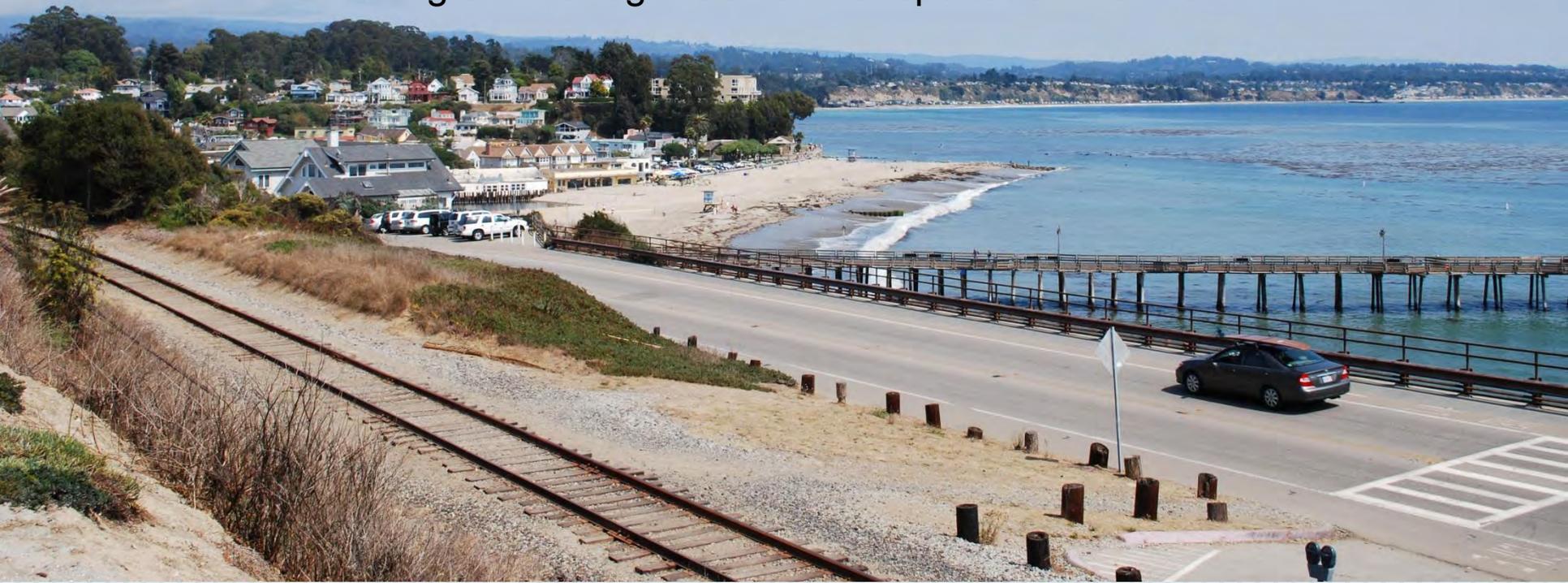


# Monterey Bay Sanctuary Scenic Trail Network

Cory Caletti

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Santa Cruz County  
Regional Transportation Commission



SANTA CLARA COUNTY

SANTA CRUZ COUNTY

SAN BENITO COUNTY

MONTEREY COUNTY

Morgan Hill

Union Pacific Coast Line

Roaring Camp & Big Trees Line

Gilroy

Watsonville

Hollister Branch Line

Santa Cruz Branch Line

Monterey Bay

Castroville

Salinas

Monterey Branch Line

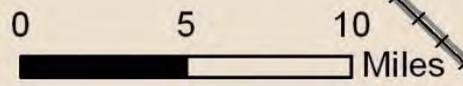
Union Pacific Coast Line

Seaside

Monterey

Legend

- Santa Cruz Branch Line
- Caltrain Service
- Proposed Passenger Rail
- Other Rail Lines











# Trail Network Project - Objectives

- Bike/ped path to arc Monterey Bay
  - Sam Farr – project champion
- Highlight the marine sanctuary
- Provide bike/ped facilities separated from motor vehicles
- Use rail trail as continuous spine





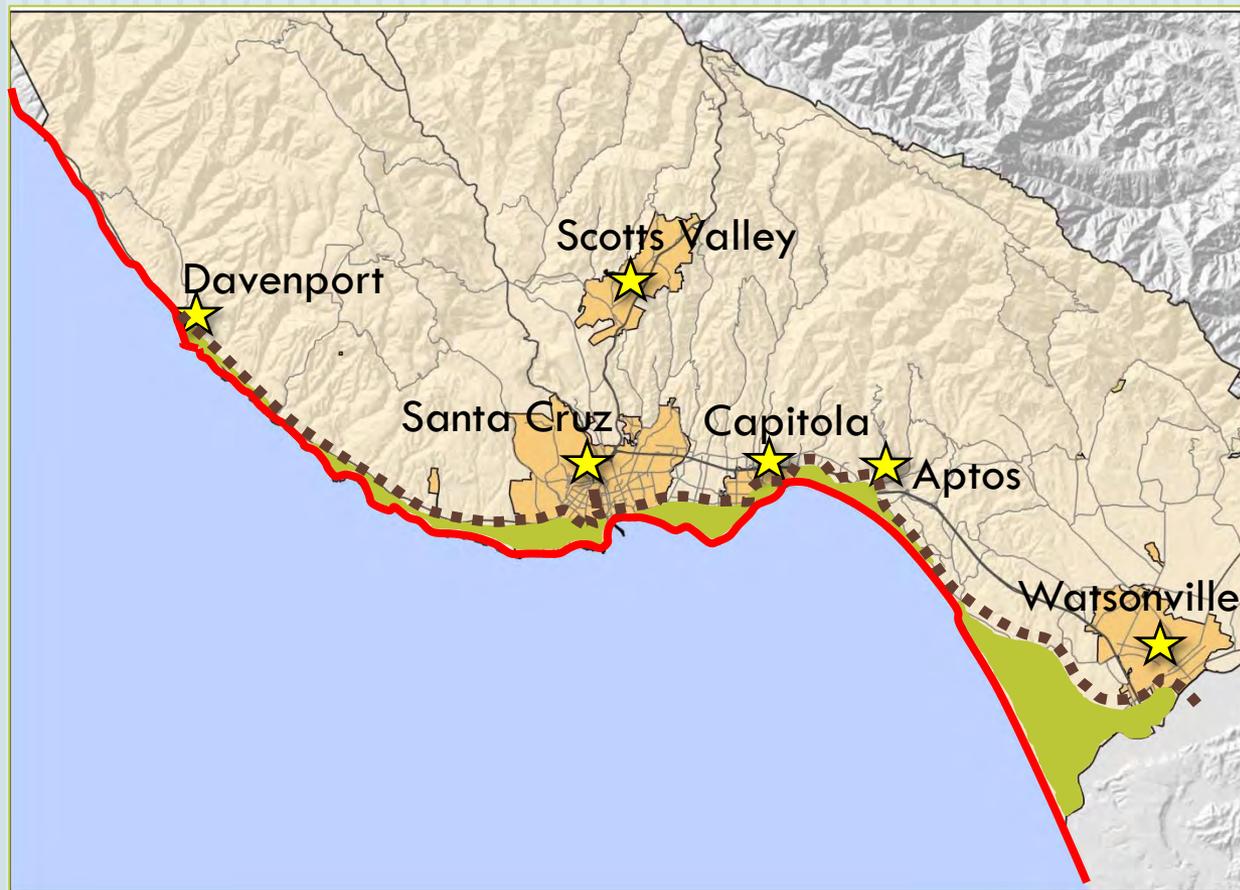
# Trail Network Project - Objectives

- Expand non-motorized transportation options
- Provide safe bicycle and pedestrian facilities
- Serve multiple users traveling at different speeds
- Serve variety of mobility ranges
- Provide access to key destinations

# Trail Network System Defined

- ▣ Braided Trail System Providing Key Connections

- Coastal Rail Trail
- California Coastal Trail
- Coastal Connections





# Trail Network Project - Objectives

- Develop the project within framework of:
  - public right-of-ways
  - rail service & agricultural operations
  - private property ownership
  - separation from motor vehicle traffic
  - coastal access

# Master Plan – Guiding Document

- Corridor Tours
- Stakeholder Meetings
- Constraints Mapping
- Technical Meetings
- Public Workshops
- Final Plan/EIR





# Trail Network Plan Overview



# Trail Network – 20 Segments

## Northern Reach

1

2

3

4

5

Scotts Valley

Santa Cruz

Capitola

Watsonville

- 1 Waddell Bluffs
- 2 Greyhound Rock – Cal Poly Bluffs
- 3 Upper Coast Dairies at Scott Creek
- 4 Davenport Landing/End of Railroad Tracks
- 5 Davenport and Wilder Ranch

# Trail Network – 20 Segments



- 6 Wilder Ranch  
Trailhead/Shaffer Road
- 7 Coastal Santa Cruz
- 8 Santa Cruz Beach Boardwalk
- 9 Twin Lakes
- 10 Live Oak/Jade St Park

- 11 Capitola – Sea Cliff
- 12 Aptos Village
- 13 Rio Del Mar – Hidden  
Beach
- 14 Seascape



# Trail Network – 20 Segments



- 15** Manresa State Beach
- 16** Harkins Slough
- 17** Gallighan Slough
- 18** Watsonville Open Space Trails
- 19** Walker St/Watsonville
- 20** Pajaro River



# Trail Types – Map Legend

## Multi-Use Rail Trail Facilities

-  Existing Paved
-  Proposed Paved (Coastal Side of Tracks)
-  Proposed Paved (Inland Side of Tracks)

## Multi-Use Coastal Trail Facilities

-  Previously Defined MBSST Core Alignment On-Street
-  Existing On-Street (Class II, Class III and/or Sidewalks)
-  Proposed On-Street (Class II, Class III and/or Sidewalks)
-  Existing Paved Off-Street (Class I)
-  Proposed Paved Off-Street Multi-Use Path
-  Existing Un-Paved Trail
-  Proposed Un-Paved Trail
-  Existing Shoreline Beach Route (Low Tide Access)
-  Proposed Un-Paved Side Trail and Pacific Coast Bike Route (PCBR)
-  At Grade Crossing
-  Crossing of Railroad Tracks

# Separated Trails/Paths (Class I)

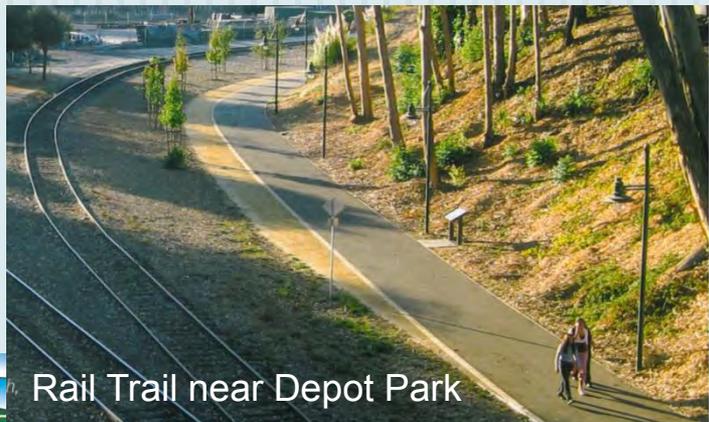
## Multi-Use Paved Path



## Cycle Track



## Rail with Trail



Rail Trail near Depot Park

## Recreational Path



# On-Road Facilities (Class II & III)

## Designated Bike Lane



## Class II



## On-Street Bike Route



## Class III



# Various Other Facilities

**Sidewalk**



**Boardwalk**



**Improved Unpaved Trail**

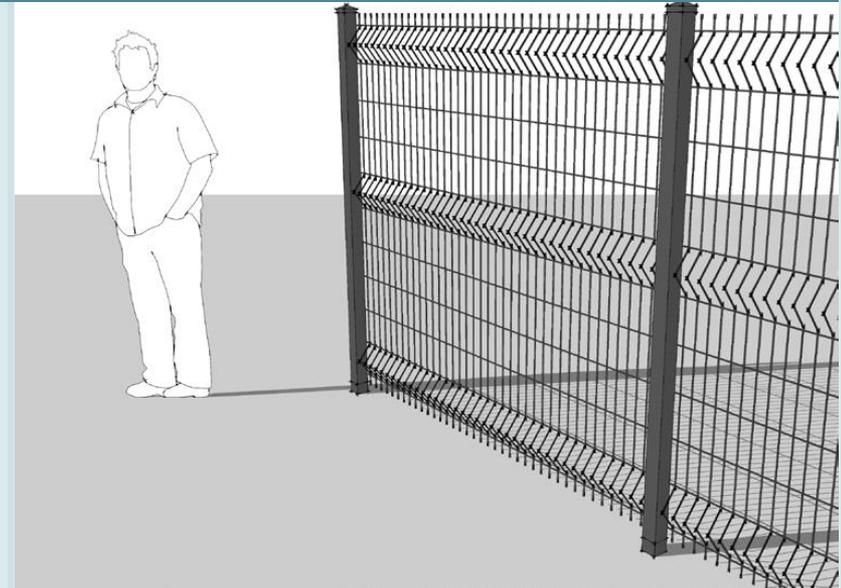
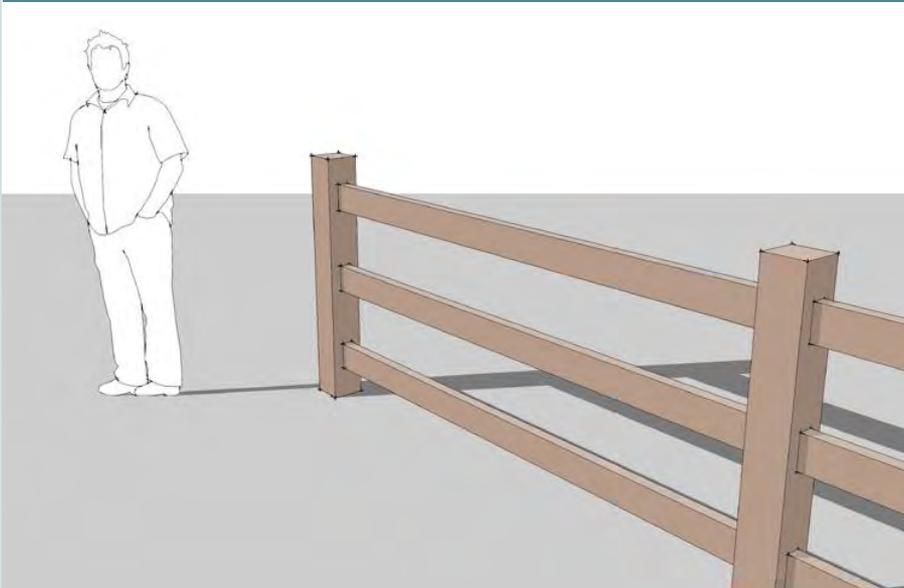


**Unpaved Trail**



# Trail Amenity Options

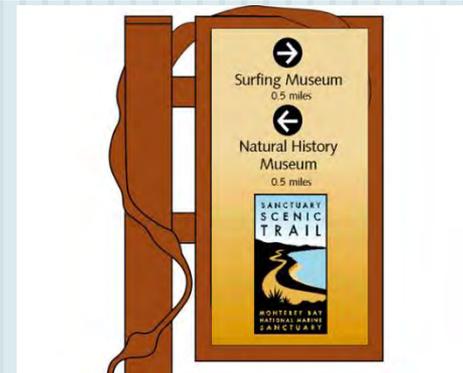
## Fencing – various heights, materials for privacy & security



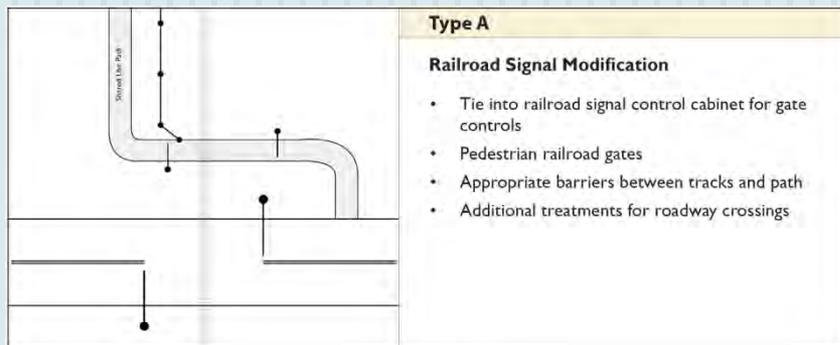
## Staging Areas



## Interpretive Signs



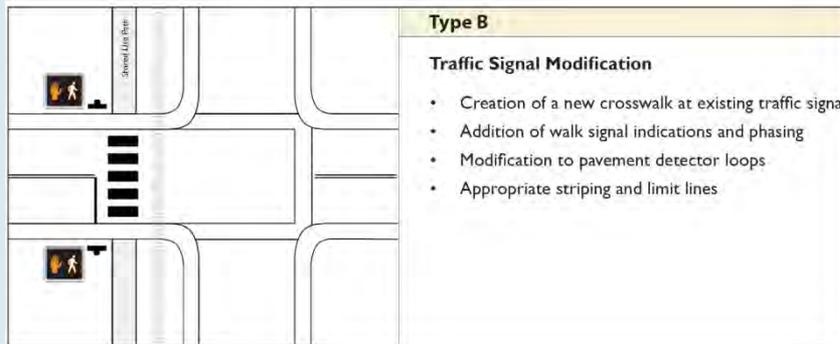
# Rail and Street At-Grade Crossings



## Type A

### Railroad Signal Modification

- Tie into railroad signal control cabinet for gate controls
- Pedestrian railroad gates
- Appropriate barriers between tracks and path
- Additional treatments for roadway crossings



## Type B

### Traffic Signal Modification

- Creation of a new crosswalk at existing traffic signal
- Addition of walk signal indications and phasing
- Modification to pavement detector loops
- Appropriate striping and limit lines



# Rail Trail Bridge Crossings (Conceptual)

**Type 1 – New Bridge with both Rail and Multi-Use Path**



**Type 2 – Cantilevered on Existing Bridge**

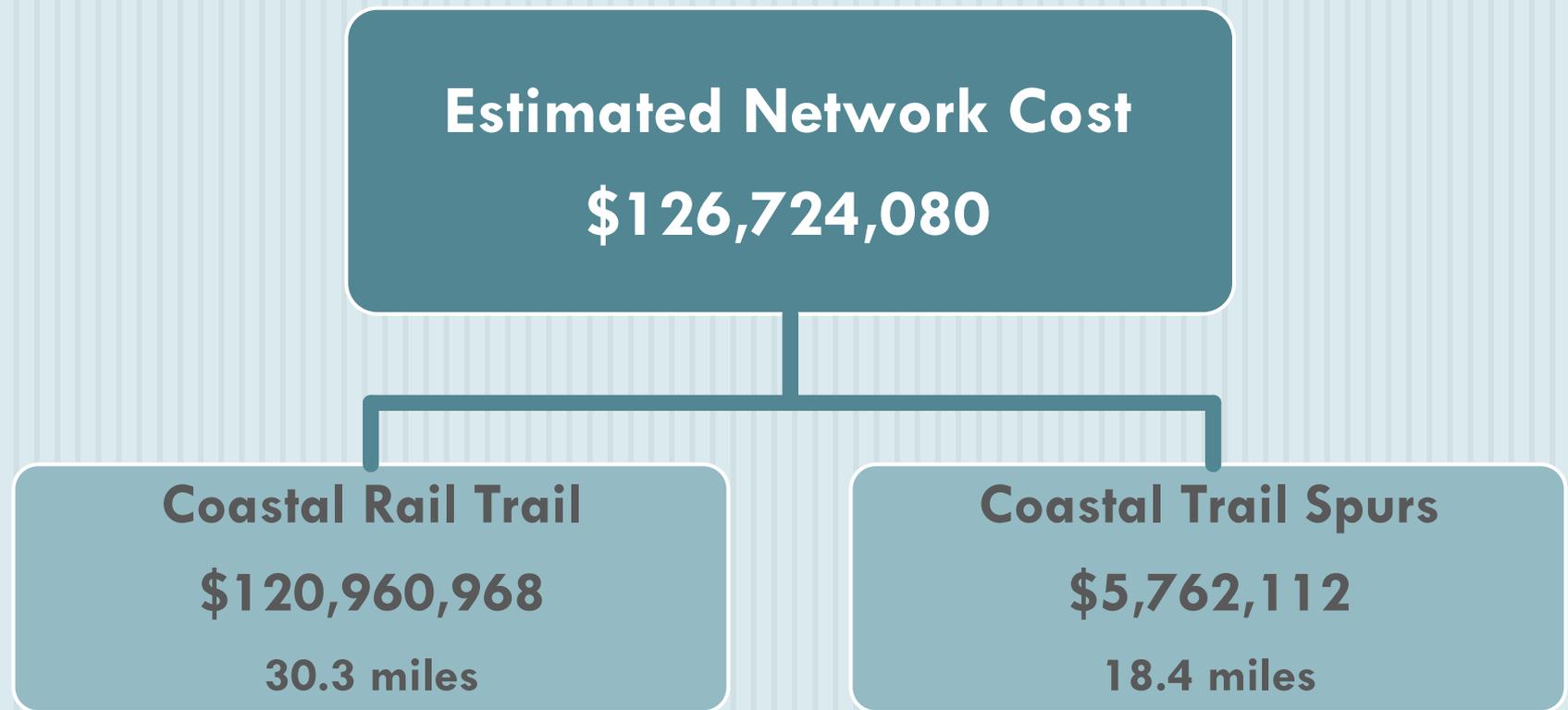


**Type 3 – New Multi-Use Path Bridge**





# Trail Network Estimated Cost





# Implementation

- Multiple implementation scenarios
  - local jurisdictions – Cities of SC, Wats, Cap; County
  - the RTC
  - other entity

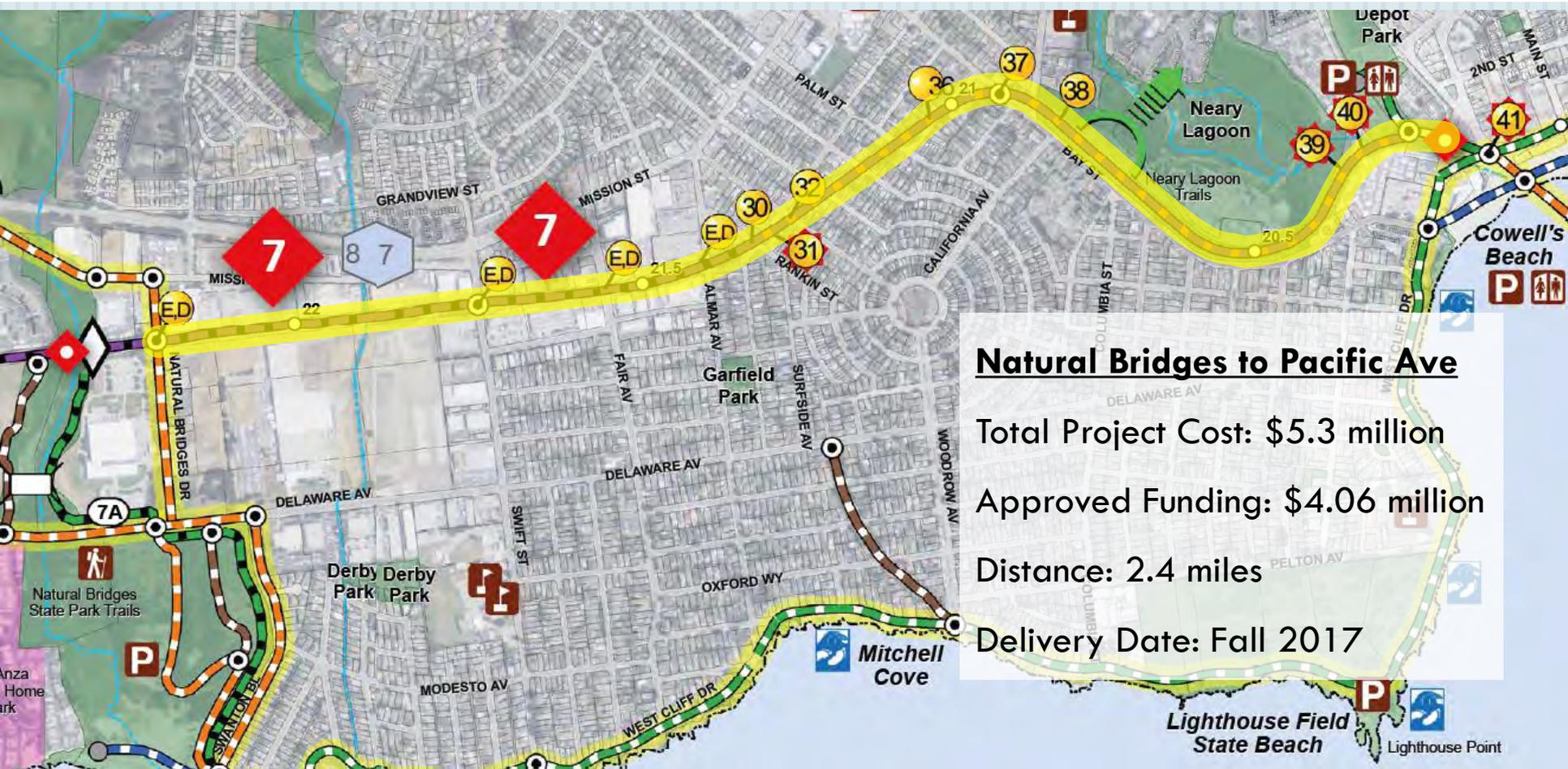


# Trail Network – Where We Are Now

- Master Plan adopted and EIR document certified – Nov 2013
- Funding allocated in Dec, 2013 to 3 segments
  - \$5.3M available through Congressman Farr & RTC efforts
  - Two rail trail segments in Santa Cruz and Watsonville
  - One on-road bike/ped improvement between 5<sup>th</sup> and 7<sup>th</sup> in Live Oak



# Segment 7 – City of Santa Cruz



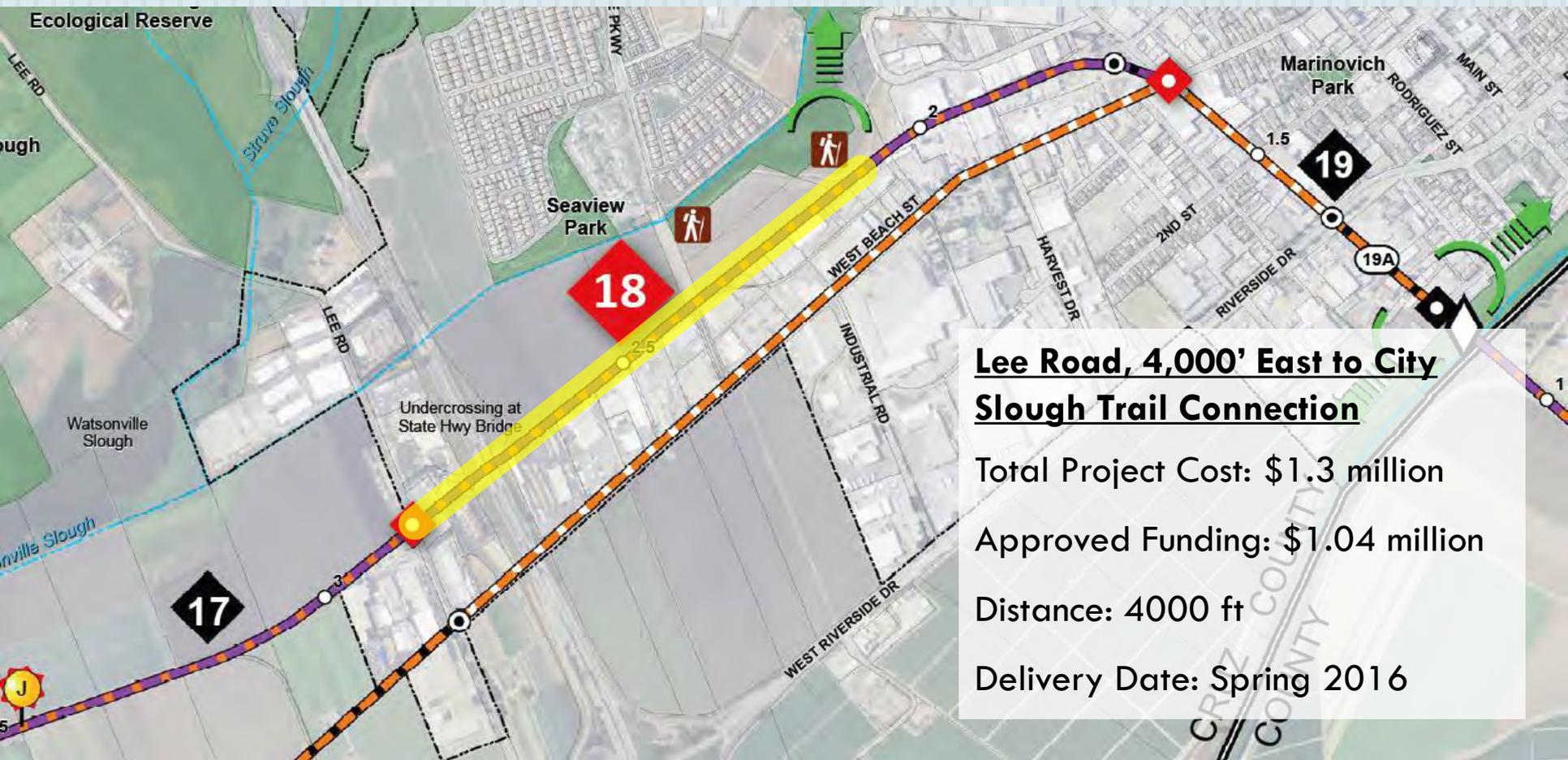
## Natural Bridges to Pacific Ave

- Total Project Cost: \$5.3 million
- Approved Funding: \$4.06 million
- Distance: 2.4 miles
- Delivery Date: Fall 2017





# Segment 18 – City of Watsonville



## Lee Road, 4,000' East to City Slough Trail Connection

Total Project Cost: \$1.3 million

Approved Funding: \$1.04 million

Distance: 4000 ft

Delivery Date: Spring 2016





# Trail Network – What's Next?

- Seek new funding
- Private partnerships
- Agreements, MOUs, Implementation Plan
- Ensure future trail network uniformity
- Establish trail management duties, future adopt-a-trail programs



# Thank You!

For more information about the Trail Network  
project, contact RTC  
Project Manager Cory Caletti

[www.sccrtc.org](http://www.sccrtc.org) / (831) 460-3200





**Thank you!**